

SKG Architects and Planners, LLC

MEMORANDUM

To: Wynn Witthans: MNCP&PC Urban Design Division
Cathy Conlon: MNCP&PC Environmental Division
Ron Welke: MNCP&PC Transportation Division
Greg Leck: Montgomery County, D.P.W & T Division
Leo Galanko: Montgomery County, D.P.S, Water Resources, S.W.M Division
Sarah Navid: Montgomery County, D.P.S.
Tracy Graves: Terrabrook
Jim Richmond: Clarksburg Town Center
Steven Kaufman: Linowes & Blocher
David O'Brian/Jeff Seidlick: CPJ Associates
Marc Mezzanotte/Mike Razavi: MK Engineers

From: Stephen Gang
Kenneth Ndirika

Date: August 7, 2000

Re: Clarksburg Town Center
Revisions To Street Sections

Pursuant to our meeting at MNCP&PC on August 2nd 2000 the following memo summarizes the streets that have been revised. A site plan at 1"=100'-0" has been enclosed for your records. In addition, each revision has been highlighted on an 11'x17" index plan.

Revision #1

The three Streets around the Neighborhood Green in the Hilltop District have been changed to B-2 streets (One-way, 60' R.O.W. with 26' paving). The one-way orientation has been designated on the plan.

Revision #2

Two of the streets leading away from Town Green to Piedmont Road have been changed from a B-1 streets (60' R.O.W.) to a C-1 streets (50' R.O.W with 26' paving).

Revision #3

A section of Main Street between Piedmont road and Street "F" has been changed from a C-1 street (50' R.O.W) to a B-1 street (60' R.O.W.).

Revision #4

Street 'H', between Street 'F' and Stringtown Road, has been changed from a C-1 to a B-3 street section.

Revision #5

The A-3 Street, crossing the greenway, has modified by reducing the paving section from 26' to 24' and the bikeway trail has been increased from 5' to 7'.

Revision #6

Street "K" from Main Street to Clarksburg Road has remained a B-1 section (60' R.O.W. with 36' paving).

Revision #7

The Entrance to the private park off Piedmont Road has been relocated to align with Main Street.

Pending Approvals:

Enclosed are additional plans for consideration:

- Three diagrams depicting possible public streets around the neighborhood greens. The locations for these streets are highlighted on the 11'x17" Index Sheet.
 1. Diagram 1: Located in Section 16
 2. Diagram 2: Located in Section 18
 3. Diagram 3: Located in Section 25
- Diagram 4 showing the location for Public Street "O" in relation to a ninety-degree turn.

There was also a discussion on ninety-degree truncations, which we understand might be acceptable for non-framework public streets. Additional discussion and review is required.

Attachments:

1 Street Section Plan (1"=100'-0")
4 Enlarged Diagrams (1"= 40'-0")
1 Revision Index sheet

MEMORANDUM OF MEETING

Date: May 30, 2001

Location: Montgomery County Department of Public Works & Transportation
Rockville, Maryland

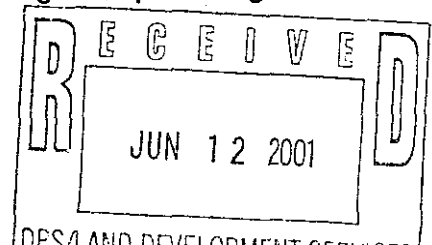
Subject: **Stringtown Road Extended
Traffic Study Review**

Attendees:

Don Orcutt	DPW&T/DES	240-777-7228	donald.orcutt@co.mo.md.us
Bob Stout	DPW&T/Design	240-777-7223	robert.stout@co.mo.md.us
Joel Magram	DPW&T/Design	240-777-7225	joel.magram@co.mo.md.us
Richard I. Gee	DPS/LD	240-777-6333	richard.gee@co.mo.md.us
Darryl Porterfield	DPS/LD	240-777-6351	
Uzair Asadullah	DPW&T/Eng.	249-777-7190	uzair.asadullah@co.mo.md.us
Carl Starkey	DPW&T/Traffic	240-777-8780	cstarkey@dpwt.com
Glen Smith	SHA/OPPE	410-545-5675	gsmith2@sha.state.md.us
Greg Cooke	SHA	410-545-5595	gcooke@sha.state.md.us
Ki Kim	M-NCPPC	301-495-4525	kim@mncppc.state.md.us
Jim Richmond	Terrabrook Clarksburg	301-540-9763	fjrichmond@earthlink.com
Warren Timlen	Mahan Rykiel	410-435-1700	wtimlen@mahan.rykiel.com
David O'Bryan	Charles P. Johnson	301-434-7000	dpbryan@cpja.com
Rick Adams	RK&K	410-728-2900	radams@rkkengineers.com
Jeff Parker	RK&K	410-728-2900	jparker@rkkengineers.com

The meeting was held to discuss the revised traffic report distributed to the various representatives on May 8, 2001. The following items were discussed:

- DPW&T stated that they would like to design the roadway in accordance with SHA standards so that the road could be transferred to SHA in the future if agreed upon by both agencies. SHA concurred with this request.
- RK&K, therefore, will utilize SHA Standard details in the design of the road.
- The County is currently proposing to design the road as a closed section roadway. DPW requested that Park and Planning confirm their concurrence with a closed section for the design.
- SHA indicated that the curb to curb width for the roadway should be 28 feet which would accommodate a 13 foot inside lane and 15 foot outside lane that will accommodate vehicular and bicycle traffic.
- The erosion/sediment control and storm water management design and permitting will be performed in accordance with DPS regulations.



Memorandum of Meeting
May 30, 2001
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- RK&K will arrange a meeting with Leo Galinko and Richard Gee to discuss the special protection area (SPA) requirements for storm water management.
- SHA has no planned improvements along state roads in the vicinity of Stringtown Road.
- The developer portion of Stringtown Road east of Maryland 355 has been shifted south to avoid the historic property in the northeast corner of the Maryland 355/Stringtown Road intersection. In addition, the roadside grading and bikepath section along the westbound roadway were reduced to minimize impacts to the historic structure.
- Carl Starkey requested that RK&K use the default SHA factors to determine the required storage lengths.
- Carl questioned some of the traffic volumes at the MD 355/Stringtown Road and MD 355/MD 121 intersection for the 2020 build year. He stated that more of the traffic along Stringtown Road should be directed through to the east instead of turning north up MD 355. Carl, Ki Kim and Jeff Parker will meet on Friday, June 1st to review and adjust the 2020 traffic volumes.
- Jim Richmond noted that they would like to consider building Stringtown Road as a participation project. They have currently stopped work on the design of Stringtown Road east of MD 355 until a final decision is made on whether to construct the full or half typical section. He noted that they had submitted a proposal to DPW&T after a November 2000 meeting and have not received a written response from the County.
- Greg Cooke indicated that he has seen no proposed profiles for the reconstruction of the crest vertical curb on MD 355 south of Stringtown Road.
- Written comments dated May 25, 2001 from Bob Simpson were distributed at the meeting (see attached).

RJA/pds
Enc.

cc: All Attendees
WKH/File
TMB

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DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr., P.E.
Director

MEMORANDUM

May 25, 2001

TO: Don Orcutt
Division of Engineering Services

FROM: Bob Simpson *BSimpson*
Office of the Director

SUBJECT: Stringtown Road Extended -- from MD 355 to I-270 (CIP Project No. 509337)
Traffic Operations Study (Revised) - Comments

Attached for your information and use are comments from the Office of the Director regarding the "Stringtown Road Extended Traffic Operations Study" (CIP Project No. 509337). These are submitted for your information and use at the team meeting on May 30, 2001. We request that these concerns be incorporated into a final version of the study.

Thank you for affording this review opportunity. Please feel free to contact me (extension 7-7193) should you have any questions or need further information regarding the attached. Your continuing coordination is appreciated.

CRS/crs

mocostringtownrdexttrafstidycomments2

Attachments

OFFICE OF THE DIRECTOR

GENERAL COMMENTS

FOR MCDPWT PROJECT

**Stringtown Road Extended – from MD 355 to I-270
(CIP Project # 509337)**

I Traffic Operations Study (Revised) -

- A- We appreciate the use of standard thresholds for Level of Service (LOS). We would prefer use of the standard threshold for Volume to Capacity (v/c) Ratio as well. However, we are willing to accept the M-NCPPC Policy Area threshold for v/c if M-NCPPC doesn't object, and if other team members agree that it is an acceptable methodology which will not call the study into question.
- B- We greatly appreciate the inclusion of an assessment showing the Stringtown Road Extended (SRE) "No Build" scenario. This part of the revised study was particularly well done.
- C- This study should only set forth facts or scenario proposals; it should not make recommendations. For instance, the "Summary" should not highlight Alternate 3, or refer to it as "Recommended." Traffic is only one of many factors that decision-makers will use to select a project alternative. We, as technical staff, need to have an understanding of many other design factors besides traffic so we can explain the pros and cons of all alternatives to decision-makers in helping them to determine a "Recommended" solution.
- D- Although it is very helpful to include an analysis of the five intersections that are contained in the study, it is improper to include recommended improvements to the two "external intersections" (Clarksburg Road @ SB I-270 Ramp; Frederick Road @ Clarksburg Road) in any of the Build Alternative scenario proposals. This is because improvements to these two locations are outside the scope of the Stringtown Road project. These locations will be the responsibility of SHA to improve, rather than MCDPWT. Therefore, definitely retain the analysis but delete the improvements to these external intersections in the Build Alternatives (so decision-makers can understand what benefits Stringtown Road would, and would not, bring to the study area as a stand-alone project).

E- Based on "D" above, the Build Alternatives need to be revised. Also, what we really need to show decision-makers are the tradeoffs between environment and transportation (i.e., between protecting the Special Protection Area by minimizing lane pavement [impervious surfaces], and providing the most efficient and effective roadway network by maximizing traffic service). Therefore, the attached markups of the Year 2020 Lane Configurations figures from the revised study show the actual Alternatives needing testing:

- Alt. 1 – Least Natural Environmental Impact
- Alt. 2 – Environmental/Traffic Compromise
- Alt. 3 – Most Traffic Capacity

Thank you for your attention to this input. Your coordination on this project is appreciated.

CRS/crs
mocostringtownrdexttrafstidycomments2

MC/DPWT/DO
25/MAY/2001



Not to
Scale



*Includes improvements to be provided by developers.

STRINGTOWN ROAD EXTENSION STUDY

ALT. 1
FIGURE 5
2000 NO-BUILD INTERSECTION
LANE CONFIGURATIONS
LEAST ENVIRONMENT



RUMMEL, KLEPPER
& KAHL, LLP

Date
MAY 2001



Not to
Scale



*Includes improvements to be provided by developers.

STRINGTOWN ROAD EXTENSION STUDY

ALT. 2
FIGURE 5
2000 NO-BUILD INTERSECTION PROPOSED LANE CONFIGURATIONS
COM. PRO. MISE

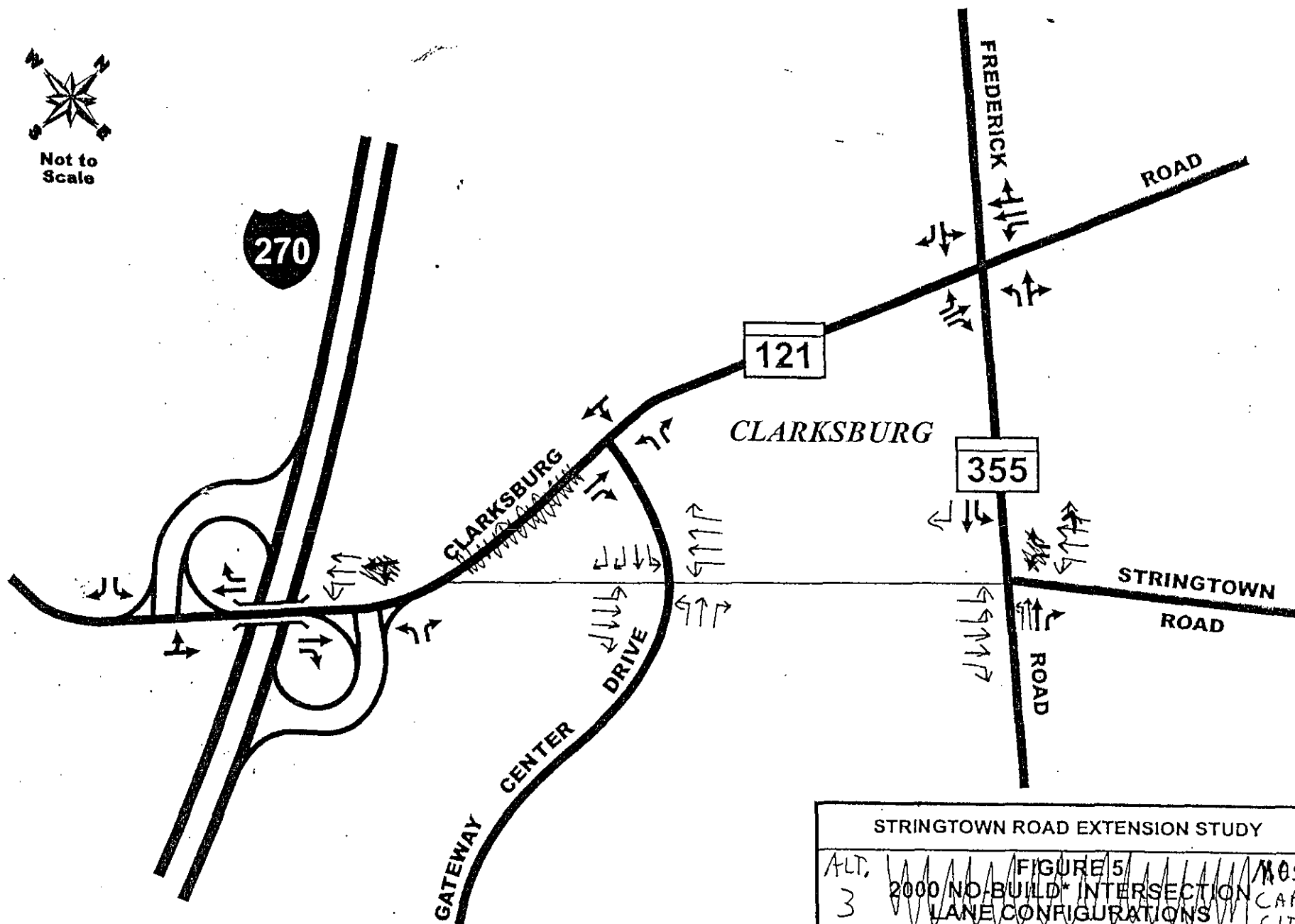


RUMMEL, KLEPPER
& KAHL, LLP

Date
MAY 2001



Not to
Scale



*Includes improvements to be provided by developers.

STRINGTOWN ROAD EXTENSION STUDY

ALT. 3
FIGURE 5
2000 NO-BUILD* INTERSECTION
LANE CONFIGURATIONS
MOST CAPABLE CITY



RUMMEL, KLEPPER
& KAHL, LLP

Date
MAY 2001



ARCHITECTURE

PLANNING

LANDSCAPE ARCHITECTURE

INTERIOR DESIGN

March 13, 1995

1300 Spring Street

Suite 500

Silver Spring, MD 20910

301-588-4800

301-650-2255 FAX

Mr. James A. Taylor, P.E., P.L.S.
Chief, Subdivision Development Section
Department of Transportation
Executive Office Building, 9th Floor
101 Monroe Street
Rockville, Maryland 20850

Re: Clarksburg Town Center
Project Plan # 9-94004
Preliminary Plan # 1-95042
Waivers of MCDOT Roadway Standards and Closed Section Streets

Dear Mr. Taylor:

In order to conform to the vision of the adopted Clarksburg Master Plan and in response to the comments prepared by Mr. Gregory Leck on January 29, 1995, we are pleased to submit this waiver request and justification related to transportation issues on the Clarksburg Town Center project. This waiver request is in keeping with the traditional town planning approach proposed in the Master Plan for the Clarksburg Town Center. We offer the following summary of our proposed modifications and their justification:

1. We request a waiver for the use of closed section roadways within the proposed Town Center. We recognize that the Town Center is located within a Class IV watershed; however, given the high residential densities and retail/commercial components outlined in the adopted Clarksburg Master plan, we feel the use of open section roads is not feasible. The Master Plan transportation-related guidelines for regulatory review states:

"Closed Section: Neighborhood streets should have a closed section with curb, gutters, and enclosed storm drainage systems to allow for sidewalks on both sides of the streets within the public right-of-way. Open section streets with sidewalks and landscaping should be considered in low density areas." [Clarksburg Master Plan and Hyattstown Special Study Area p. 211].

The Clarksburg Town Center is located within a designated Special Protection Area (SPA); the roadways, as well as all other site areas, are subject to the most stringent water quality standards in Montgomery County.



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In order to meet the stringent standards for closed sections, water quality treatment will be provided for the first one inch (1") of run-off from all roadways, rather than the "first flush half inch" which is commonly acceptable. On the western side of the tributary that bisects the site, sand filters will be used to treat roadway drainage. For the most part, the first inch of rooftop and parking lot run-off will not be combined with street flows, but will instead receive water quality treatment by separate means. The proposed sand filters will be underdrained and their surfaces will be vegetated to further enhance water quality. Run-off will be delivered to these facilities by standard flow splitters incorporated into the storm drain system. Unlike most facilities of this kind, which are usually designed to stand alone, these sand filters will also offer redundancy of treatment. Flows which exceed the treatment capacity of a particular filter will be channeled back into the storm drain system and, in most cases, will be split off again for treatment at a subsequent filtering facility. In this way, virtually all street run-off will receive two or three treatment opportunities prior to final discharge into the forebay of the quality control facility. Because thermal impact to the receiving stream is an important concern within the SPA, no extended detention will be provided at any of the quality control facilities.

The above description also applies to the eastern residential side of the project, although development and drainage patterns there tend to limit the degree of redundancy and separation of treatment that can be achieved. Nonetheless, all water quality measures within this area will still provide twice the generally accepted treatment volume. In addition to sand filters, quality treatment for a portion of the east side road system will be provided in a wet pond with pretreatment forebays, also sized for one inch of run-off from impervious areas. This pond will provide quantity as well as quality control and will employ a cool water release system to mitigate thermal impacts for storms up to and including the 2 year design event.

When viewed in its entirety, the extraordinary combination of management practices proposed for this site—namely the size, variety and redundancy of the water quality systems—will more than offset any loss of environmental benefit associated with the use of closed section roadways.

The following table, which summarizes all of the BMPS proposed for the Clarksburg Town Center highlights those which will be used to enhance the water quality of run-off from the road network.

<u>BMP</u>	<u>SPA</u>	<u>ROADS</u>
Bioretention areas	X	
Green Alley System	X	
Clean Water and Rooftop Recharge	X	
Sand Filters	X	X
Wet Pond	X	
Coolwater Discharge	X	X
Double Treatment Volume	X	X
Redundancy	X	X

2. We request the following modifications to the currently adopted MCDOT roadway standards. In general, these modifications will encourage on-street parking and minimize the need for additional off-street parking lots. The addition of on-street parking to one or two sides of the street creates a buffer between the street and the pedestrian while encouraging slower traffic. The Master Plan states:

"On-Street Parking: Parallel, on-street parking will be encouraged along neighborhood streets to reduce the size of off-street parking facilities."
[Clarksburg Master Plan and Hyattstown Special Study Area p. 211].

The reduction in the street tree planting area will allow the tree planting to occur closer to the curb and provide an effective canopy and stronger street image typical of traditional towns. We would also request the use of ornamental street lights and special paving within the street section and some of the sidewalks within the right-of-way. The exact spacing and species of trees will be determined during the site plan review process.

These modifications have been revised since the original submission and are illustrated in the enclosed drawings.

- a. **Type A Residential Street (60' R.O.W.)**
Modified MCDOT Standard 110.21 - Secondary Residential Road
The proposed modifications include widening the pavement section from 26' to 36' allowing for two drive lanes and two on-street parking lanes, and decreasing the street tree planting area from 12' to 6'.
- b. **Type B Residential Street (50' R.O.W.)**
Modified MCDOT Standard 110.13 - Tertiary Residential Road
The proposed modifications include widening the pavement section from 26' to 28' allowing for two drive lanes and one on-street parking lane. Another 4' sidewalk would be added and the street tree planting area would be decreased from 12' to 7'.
- c. **Type C Greenway Street (70' R.O.W.)**
Modified MCDOT Standard 110.31 - Primary Residential Road
The proposed modifications include allowing for two drive lanes and two on-street parking lanes, increasing the sidewalk width from 4' to 6' on the Town Center side, increasing the sidewalk width from 4' to 8' pathway on the greenway side, and decreasing the street tree planting area from 12' to 6'.



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- d. **Type D Greenway Crossing (70' R.O.W.)**
Modified MCDOT Standard 110.31 - Primary Residential Road
The proposed modifications include narrowing the paving section from 36' to 26' and decreasing the street tree planting area from 12' to 5'. We also request increasing the slope between the edge of sidewalks to the R.O.W. from 4% maximum to 25% maximum. In addition, this slope will be pitched from the edge of the sidewalk away from the street and towards the stream valley in order to minimize the need for additional grading and thus, reducing the footprint of the crossing as a whole.
- e. **Type E Commercial Street (70' R.O.W. Two-way)**
Modified MCDOT Standard 120.02- Commercial/Industrial Street
The proposed modifications include narrowing the pavement section from 40' to 36' in order to accommodate two drive lanes with two on-street parking lanes and decreasing the street tree planting area from 12' to 5'. In addition, we request to use of special paving in the sidewalk area and within the roadway section particularly at pedestrian crosswalks. A tighter street tree spacing and the use of ornamental street lights is also proposed.
- f. **Type F Commercial Street (60' R.O.W. One-way)**
Modified MCDOT Standard 120.01 -Commercial/Industrial Street
The proposed modifications include allowing for one drive lane with two on-street parking lanes and decreasing the street tree planting area from 12' to 5'. In addition, we request to use of special paving in the sidewalk area and within the roadway section particularly at pedestrian crosswalk. We also propose street tree spacing to be closer and the use of ornamental street lights.
- g. **Type G Residential Street (70' R.O.W.)**
Modified MCDOT Standard 110.31 - Primary Residential Road
The proposed modifications include allowing for two drive lanes and two on-street parking lanes, and decreasing the street tree planting area from 12' to 5'.
- h. **Type H Residential Street (70' R.O.W.)**
Modified MCDOT Standard 110.31 - Primary Residential Road
The proposed modifications include narrowing the pavement section from 36' to 26-28' and decreasing the street tree planting area from 12' to 5'.
- i. **Type 1 Residential Street (60' R.O.W.)**
Modified MCDOT Standard 110.21 -Secondary Residential Road
The proposed modifications include widening the pavement section from 26' to 36' allowing for two drive lanes and two on-street parking lanes, and decreasing the street tree planting area from 12' to 7'.

- j. **Type 2 Residential Street (50' R.O.W.)**
Modified MCDOT Standard 110.13 - Tertiary Residential Road
The proposed modifications include widening the pavement section from 26' to 28' allowing for two drive lanes and one on-street parking lane, adding another 4' sidewalk, and decreasing the street tree planting area from 12' to 7'.
 - k. **Type 3 Residential Street (27'-4" R.O.W.)**
Modified MCDOT Standard 110.11 - Modified Tertiary Residential Road
We do not propose physical modifications to this section however we do request the ability to allow a 2-way drive lane and one on-street parking lane.
 - l. **Type 6 Commercial Street (70' R.O.W.)**
Modified MCDOT Standard 120.02 - Commercial/Industrial Street
The proposed modifications include widening the pavement section from 40' to two 20' wide drive lanes separated by a 14' wide median allowing for the drive lanes to have one on-street parking lanes on each side. In addition, we request to use of special paving in the sidewalk area and within the roadway section particularly at pedestrian crosswalks. We also propose a tighter street tree spacing and the use of ornamental street lights.
3. We request a waiver to reduce the horizontal roadway center line radii on primary streets, from 300' to 150' minimum. Reduced turning radii will encourage traffic at a slower pace which in turn will create a safer pedestrian environment typical of traditional towns. This street serves as the generator of activity linking the entire site together through a series of public spaces along its route. Main Street begins by connecting to the historic district at Redgrave Place. Here the physical composition of Main Street matches the existing road. Within the site Main Street visually aligns with the Town Square before breaking around the public space. Main Street then connects to the eastern portion of the site passing through the large public greenway before reaching the recreation center. The character of Main Street is much more formal in layout, thus it requires a smaller minimum radius.
 4. A waiver is requested to reduce the curb radii at intersections to 15' minimum. The intersection design should be designed to facilitate both vehicular and pedestrian movements. The reduction of the curb radii slows vehicular turning movements and reduces pedestrian crossing distances. With the addition of 8' wide parking lanes, the inside turning movements at intersections will be 23'.
 5. We request a waiver to maintain secondary roadway vertical curve criteria along the proposed primary roadway (Type E). This will help in achieving slower traffic speeds along Main Street and will help lower the grading impact along the greenway crossing. The ability to use a secondary street criteria for vertical curves will facilitate a lesser impact by using less fill in the stream valley and the wetlands.

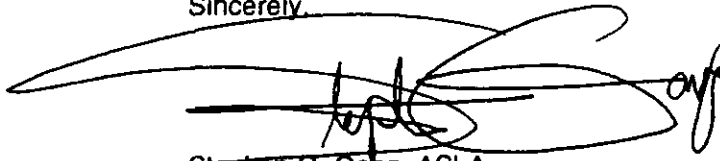
6. The large amount of parking required by the proposed density of the Clarksburg Town Center will accommodate a number of parking alternatives including the ability to designate parking spaces on public streets. We propose the implementation of a transportation management/sticker program for the town center area.

We have enclosed a set of drawings for your review. They are:

- Framework street sections (2 sheets)
- Optional street sections
- Framework street plan
- Illustrative plan
- Parking framework plan
- Preliminary plan (3 sheets - plan is being revised)
- Conceptual P.U.E. Plan (2 sheets)

The drawings will clarify the intent and vision for the Clarksburg Town Center. We are aware that Montgomery County has a standard waiver request letter; however, due to the complexity of this project, we would require assistance and advice in conforming to that standardized format. We look forward to meeting with you on March 14 to review and to discuss these issues further. Thank you for your cooperation in this regard.

Sincerely,



Stephen G. Gang, ASLA
Director of Planning

Enclosures.

cc: Mr. Steve Klebanoff/ PLCLA
Mr. Marc Montgomery/ PLCLA
Mr. Marc Mezzanotte/ LAI
Mr. Gregory Leck/ MCDOT Subdivision Review
Mr. Bud Liem/ M-NCPPC Transportation Planning
Mr. John Carter/ M-NCPPC Design, Zoning & Preservation
Mr. Edgar Gonzales/ MCDOT Engineering Services
Mr. Joe Cheung/ MCDEP Water Resources Management
Mr. Steve Federline/ M-NCPPC Environmental Planning
Mr. Richard Gee/ MCDEP



Montgomery County Government

January 29, 1995

Mr. John Carter, Coordinator
Design, Preservation and Zoning Division

Mr. Joseph R. Davis, Coordinator
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Project Plan No. 9-94004
Preliminary Plan No. 1-95042
Clarksburg Town Center

Dear Messrs. Carter and Davis:

We have completed our review of the above-referenced project and preliminary plans. We recommend approval of these plans subject to the following comments:

1. We have the following comments and recommendations regarding the proposed typical sections:

- * Modifications to current adopted MCDOT roadway standards will require approval by this office; applicant will need to submit a written request with justification(s) to Mr. James A. Taylor, Chief of our Subdivision Development Section, for formal review and approval.
- * Since this site is located within an environmentally sensitive watershed, closed section streets are normally not allowed - unless approved by MCDOT waiver. In order to obtain this waiver, the applicant must demonstrate (to the satisfaction of MCDEP and M-NCPPC Environmental Planning) the closed section streets will not significantly degrade water quality.
- * The typical sections and plan views should have notes which allow them to be cross-referenced.
- * Delineate the proposed Public Utilities Easements on the typical sections.

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Preliminary Plan No. 1-95042
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2. We have the following comments and recommendations regarding the proposed layout for the site roadway layout:

- * We recommend Redgrave Place be extended to Frederick Road (MD 355) to improve the on-site traffic circulation and make the development more transit friendly.
- * Provide an elongated loop-shaped one-way couplet around the proposed Town Square/Civic Use site with intersections allowed only at the middle and the ends of the loop. Prior to site plan, verify the limits of the one-way streets, the typical section(s) for these streets, and the locations of the proposed pedestrian crossings.
- * Provide a circle-shaped one-way couplet around the Hilltop District Recreation Center. Redesign the plan to have connecting streets intersect the loop at right angles. Prior to site plan, verify the limits of the one-way streets, the typical section(s) for these streets, and the locations of the proposed pedestrian crossings.
- * Prior to site plan, verify the appropriate traffic control(s) on Redgrave Place Extended through the site. The applicant and agencies need to work together to determine if traffic signals, circles, pavement reductions, stop signs, or a combination of the above measures be employed along this street.
- * Revise the plan to reflect the horizontal alignments for A-305, A-260 and Burnt Hill Road (realigned to intersect A-305 in a "T" intersection) developed by the M-NCPPC Transportation Planning Division.
- * We recommend the following proposed private streets instead be constructed to MCDOT standards and be publicly maintained:
 - * the extension of Street C between Streets B and A;
 - * the loop extension of Street F between Streets E and K;
 - * the extension of Street J between Streets T and H;
 - * the extension of Street T between Streets I and J; and
 - * the extension of Street R between Streets T and H.
- * Intersections along the main streets within this subdivision should be located no closer than two hundred (200) feet from Clarksburg Road, A-305, and A-260. For this reason, we will not permit the following intersections in their current locations:

Messrs. Carter and Davis
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Preliminary Plan No. 1-95042
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- * Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans With Disabilities Act. Site plan to identify the locations of the proposed handicap parking spaces.
4. We have the following comments and recommendations regarding the proposed on-site (parking lot) passenger vehicle and truck circulation:
- * Provide truck loading spaces for the proposed office/retail buildings in accordance with the MCDOT Off-Street Loading Space Policy.
 - * Provide truck circulation plan for review by MCDOT Transportation Mobility Services and the M-NCPPC Development Review Division prior to development of the site plan.
 - * Site plan to delineate and dimension the proposed on-site travel lanes, parking spaces, curb returns, truck loading spaces, trash compactors, etc. for review.
 - * At site plan, provide design details for the proposed townhouse private alleys.
 - * Revise the preliminary plan to delete the proposed intersections of the (96,000 s.f.) retail building service entrance with the south end of the one-way couplet and the proposed second entrance (along Street A) west of Stringtown Road.
 - * Provide thirty (30) foot minimum radius curb returns at all intersections with public streets throughout the project*; curb return radii may be reduced to twenty (20) for internal private street intersections.
 - * We would entertain a reduction in the minimum curb return radii on certain public street intersections based on detailed information to be provided at site plan.
5. Full width dedication of Piedmont Road (A-305) and Stringtown Road (A-260) in accordance with the master plan.
6. Necessary dedication along Clarksburg Road in accordance with the master plan.
7. Full width dedication and construction of all interior public streets.

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17. Access and improvements along Frederick Road (MD 355) as required by the Maryland State Highway Administration.
18. Relocation of utilities along existing roads to accommodate the required roadway improvements. Any installation or relocation of traffic control devices and/or street lights shall be coordinated with our Division of Mobility Services.
19. Trees in the County rights of way - species and spacing to be in accordance with the applicable MCDOT standards.
20. Revise the plan to delete references to Clarksburg Road as MD 121.
21. Is the applicant proposing to abandon any existing rights of way? If so, they need to be identified to ensure review/approval by the appropriate agency process.
22. Site plan will need to provide details of any proposed streetscaping (including streetlights) for agency review. Streetscaping (over and above existing MCDOT standards) will need to be privately maintained until such time as when an Urban Maintenance District is formed in this area.
24. The water and sewer drawing in the Project Plan should be expanded to delineate all of the proposed water and sewer lines throughout the development.
25. The preliminary plan should also delineate the proposed gas, telephone, and electric service throughout the development.
26. If the applicant or the M-NCPPC desires to reduce the spacing of major street trees to less than fifty (50) feet, this reduction should also be noted in the previously noted letter to Mr. Taylor (requesting approval to modify existing adopted MCDOT standards).
27. The plans should also clarify the future disposition of Spire Street. Should it terminate in a cul-de-sac at its southern end?
28. If these comments and recommendations conflict with the opinion of the Historic Preservation Commission, the applicant shall cause to occur a meeting between representatives of the two agencies to resolve the differences.

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- G. Developer shall ensure final and proper completion and installation of all utility lines underground.
- H. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Mobility Services.

Thank you for the opportunity to review these plans. Please don't hesitate to call me if you have any questions or comments regarding this letter.

Sincerely,



Gregory M. Leck, Chief
Subdivision Review Unit

Enclosure

cc: Loiederman Associates, Inc.
Piedmont Land and Clarksburg Land Assoc.
Malcolm Shaneman, M-NCPPC Development Review
Larry Ponsford, M-NCPPC Development Review
Bud Liem, M-NCPPC Transportation Planning
Steve Federline, M-NCPPC Environmental Planning
Joe Cheung, MCDEP Water Resources Management
Greg Cooke, MSHA Engineering Access Permits
Edgar A. Gonzalez, MCDOT Engineering Services
James A. Taylor, MCDOT Subdivision Development
Edward L. Rhoderick, MCDOT Subdivision Development
Atiq Panjshiri, MCDOT Subdivision Development
Gail Tait-Nouri, MCDOT Planning & Project Development
Aruna Miller, MCDOT Transportation Mobility Services
David F. Bone, MCDOT Transit Services